

## **2004 Transportation Summit - Overarching Issues Summary**

### **Linkages and/or connections with other teams:**

1. Funding
  - a. Funding is critical no roads with out money.
  - b. Must turn around the views of politicians that you can't support increased taxes.
  - c. Getting TEA – 21 will not solve all our problems. This needs to be better communicated to the public.
  - d. Funding drives everything
  - e. Funding applies to the six previous issues
  - f. Help people understand the cost – nothing is free.
  - g. We need more funding, how do we get additional funding?
  - h. Funding is linked and/or connected to all of the teams.
2. Education and communication are part of the same discussion.
3. What are limitations to communications across divisions with in MDOT?
  - a. Planning divisions?
  - b. Operations are essentially all highways?
  - c. Where does transit enter/integrate in conversation?
4. Communication and Funding – Both are efforts would benefit, by framing the needs and potential benefits in everyday terms, so –
  - a. Don't say we have a \$6 billion shortfall, say we have 16 bridges and 1000 mile of road that will remain deficient in load capacity, safety, etc.
  - b. Don't say we need \$2 Billion, say if we had \$2 Billion, we could return 12 bridges to service that are now load- restricted; we could reduce crashes at 25 intersection from 700 now to 450 later; etc.
5. Communication is key to advancing all these issues in the public arena. (seven times each day one year from now).
6. Communication and cooperation is necessary to increase funding.
7. We need to move from crisis management to effective planning and management
8. We need to put transportation concerns in the public mind as important as health care, education and other competing issues.
9. Identify “needs” for infrastructure improvements.
10. Must convince public that conditions and choices can only improve through increased funding.
11. Public Education
12. Changes in legislation.
13. Need to connect with funding efforts to obtain more Transportation monies. Get out messages that our tax dollars are not being used in Michigan.
14. Build vibrant urban areas – questions how we spend our transportation dollars.
15. We need to demonstrate through our actions that we are efficient and that we coordinated our efforts with our partners.
16. We need to decide on a vision, then we need to market (communicate) the vision.
17. We need to sell the public (with simple message) on funding the vision.
18. Connection among all issues – public awareness.
19. Public takes transportation for granted, not aware of donor states.
20. Some townships have passed millages for roads.
21. Asset mgt. determines status of system and project out cost of rehab and maintenance.
22. All of the teams are inter-related.
23. Involvement, education, communication, public awareness. Crisis response seems to be their approach, this needs to change.

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- 24.** The message needs to be simple even though the issue is complex – if there was one thing to ask for it would be easier to sell.
- 25.** Need to have tangible incentives from this summit to demonstrate value to the public of transportation dollars especially if Summit continues.
- 26.** Mobility options, links to coordination and communication. You can have the best system but you need to communicate. Perception needs to change, which requires communication.
- 27.** All other action teams should provide the funding, coordination, and public education. Action teams with their work items/agenda to develop an education package, legislative package, etc. (See diagram)
- 28.** Infrastructure connection for transportation. Education the public
- 29.** Public- People in cars connectivity multimodal multi-jurisdictional cooperation for good of the state.
- 30.** Connect funding with communication, consciousness, raising and public involvement.
- 31.** Work collectively to develop political action from the grass roots. Work to create cost studies of urban sprawl's impact on transportation support of impact fees.
- 32.** These 3 groups need to be connected to the other 6 groups.
- 33.** Must have plan for transit – needs 5 year plan similar to the road and bridge.
- 34.** Additional public funding is driven by public perception that there is crisis. There is no perceived crisis by the public. There will be no support from the public for transit until gridlock occurs.
- 35.** Transit to be viable must be reliable.
- 36.** Funding/ communication raising and public involvement. Coordination, cooperation and connectivity are all linked by education. Communication relates to all teams. Everyone needs funding.
- 37.** Reprioritization of decisions on what do taxes go to? Get input from many people and keep them engaged.
- 38.** All connect/ everything needs money. Must be all things to all people – where's the money?
- 39.** Public involvement is necessary; need to engage the non-transportation community/ communicate to market place this is going on consumers of various transit services were not present; must show one concrete achievement to communicate to the public.
- 40.** Need champion to advance cause – but who will step up! Both political clout and business savvy. Person should not be from the Government.
- 41.** Use technology to increase participation
- 42.** MDOT abandoned communication group. Provided no funding for conference calls
- 43.** How to get more people involved in the process educating people so they can be involved. How to engage the public in the first place. Transportation needs an implementation quilt that uses diverse types of funding. The funding is to maintain, not build new.
- 44.** Need to educate legislation. Need to educate public. Transit issues over link every issue. Transportation's link with quality of life. Land use and baby boomer population.
- 45.** We are trying to influence system, outside looking in, not addressing systemic change. Where are we in the process? Are we in a process at all?
- 46.** Speak to individuals from a local perspective. “ All politics are local”

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### **Suggestions for Resources to complete the implementation tasks (people, groups, money):**

1. Business community could be used more;
2. Manufacturers could be more involved.
3. Study best practices in other states. (like tolls) and experiment with alternatives like other states.
4. Change the mentality that we're not a "pass through" state – bring in other states / users through tolls or other options.
5. Need to research, document and publicize how much truck traffic in Michigan doesn't contribute to the revenue stream to support our system.
6. Public / private partnerships
7. Public involvement plan stakeholder lists need to be developed. Routine and on going contact with media with information.
8. Options such as sales tax, mileage tax, impact fees, toll roads and diesel parity must be used to increase funding.
9. Local governments must step up to pay for local transportation improvements.
10. Did not talk much about the mission statement.
11. People with disabilities need consideration with regards to mobility transportation needs not all about the car. Champions for Mass Transit.
12. Raise local matching funds to obtain more federal money. Index gas tax?
13. [www.detroittransit.org](http://www.detroittransit.org)
14. [www.mlui.org](http://www.mlui.org)
15. Need compelling ad campaign to persuade public to pay more. Timing is critical.
16. Develop website to appeal to younger people.
17. Look into use of innovative funding techniques. i.e. chamber of commerce getting businesses to help fund small-town transportation improvements.
18. Needs to be "boiled down" to some core issues that can be focused.
19. Teams struggle because they are unsure of what they are empowered to do and who will actually do the implementation.
20. Need a mechanism to determine what will happen from here and how will decisions be made
21. Should also look to the State Legislature, not just MDOT to take state initiative to address policy issues
22. Media coverage of this event and activities is important to educate public and raise awareness
23. Consider engaging the business community and chamber to assist in determining how these goals can be implemented
24. How do you sustain the interest in the teams and the issues?
25. Challenge of reaching small communities that have limited human resources, how can they participate when they just don't have the time with many other priorities
26. Use the educational system to get to adults.
27. Redefine attitudes, building consensus about the problem and an agreement.
28. Teach people to figure out how little they pay per year in gas taxes.
29. Private sector Communication Company.
30. Funding is a higher priority. Target new representatives.
31. Critical to get all interest/stakeholder groups on board to a single visible agenda for legislation/funding/education etc.
32. TEA -21 initiatives for specific solution driven projects that are not subsidized but are toll driven.

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- 33.** GTSAC - Report “tomorrow”, today’s results to have input in report anticipated to go to print soon.
- 34.** Cross-issue meetings between the 9 issue teams.
- 35.** Regional summits on the 9 issues.
- 36.** Governor’s town hall on transportation funding and land use.
- 37.** MTA/MML/CRAM should be on all teams and need to work on them as well and MSP on land use / CCC issues.
- 38.** Need Legislative and Public support.
- 39.** Politicians need to come to the table and make the difficult decisions.
- 40.** Regional Planning authorities that are supervised and include all modes.
- 41.** Need to educate electoral to put pressure on passing legislation
- 42.** Make public involvement required as part of compliance to receive funding.
- 43.** Levels of government are costly.
- 44.** Introduce curriculum on “Cost of Government” for public schools.
- 45.** Get more decisions to be made by local individuals rather than boards/councils.
- 46.** Money/ alternative funding. Sell transportation benefits to corporate USA.
- 47.** All team members from all teams are partners.
- 48.** Family services, Dept. of Labor/Work First.
- 49.** Coordinate money for transportation in non-transportation programs, bring under one umbrella.
- 50.** Education/outreach- identify transportation crisis, aging pop, no money for transit, lack of connectivity.
- 51.** Build support starting at local level.
- 52.** Ask the people what they want.
- 53.** Universities, get them involved in the task of citizen planner program. Have a regional meeting of regional groups about (all stakeholders definitions of regional networks)
- 54.** Aging population – future needs for better transportation.
- 55.** What support from MDOT are these groups from the summit going to receive? How much authority? What will the real outcomes be? These need to be expressed.
- 56.** Michigan Transportation Planners Assoc.
- 57.** Michigan Association of Regions.
- 58.** Pick up affiliations that were dropped before we need these now to take action.
- 59.** Suggest web-casting/simal casting to allow for broader participation using education of facilities, businesses, etc.